



ROUTINE ACCOMMODATION GUIDANCE

I. Existing Conditions

1 PROJECT AREA

- a. What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?
- b. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?
- c. Please describe any particular pedestrian or bicycle uses or needs along the project corridor which you have observed or of which you have been informed.
- d. What existing challenges could the proposed project address for bicycle and pedestrian travel in the vicinity of the proposed project?

Examples include: Class I bicycle paths; Class II bicycle lanes; Bicycle Boulevards; Class III bicycle routes; bike parking; sidewalks on both sides of street; frequent crosswalks; pedestrian-actuated traffic signals or routine pedestrian cycle; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; ADA-compliant ramps, push buttons and green time; median safety islands on roadways with three or more traffic lanes; shade trees; benches; way-finding or directional signage; and water fountains.

Please provide distance to nearest parallel bicycle and pedestrian facilities, in blocks, miles or kilometers.

Examples include: schoolchildren; nighttime pedestrian activity, including sidewalk use or roadway crossings; mid-block crossings; and large numbers of elderly or disabled pedestrians.

Examples of existing challenges include: traffic signals that are unresponsive to bicycles; freeway on- and off-ramps; narrow curb lanes; choke points; railroad crossings; lack of bicycle racks on buses (for bus replacement projects); lack of secure bicycle parking; gaps in bicycle facilities; existing bicycle or pedestrian routes that require significant out-of-direction travel; infrequent opportunities for pedestrians to cross roadways; wide roadway crossings; long signal cycles, which require pedestrians to wait long periods of time; narrow undercrossings and overcrossings; missing sidewalks; sidewalk obstructions; lack of adequate sidewalk clear path of travel for current and projected pedestrian volumes; free right turns for vehicles (which can discourage drivers from observing pedestrian right-of-way); lack of pedestrian-level lighting; and non-ADAAG-compliant facilities.

2 DEMAND

What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

Examples of generators include: educational institutions; transit stations; senior centers; high density land uses; downtowns; shopping areas; medical centers; major public venues; government buildings, and parks. Worn paths through unpaved surfaces ("goat paths") are also an indication of pedestrian activity.

3 COLLISIONS

In the project design, have you considered collisions involving bicyclists and pedestrians along the route of the facility? If so, what resources have you consulted?

Resources consulted could include: SWITRS (specify queries); local police data; history of complaints from pedestrians and cyclists; anecdotal reports; etc. Please refer to MTC's Safety Toolbox for examples of collision countermeasures.
(www.mtc.ca.gov/planning/bicyclespedestrians)

II. Plans, Policies and Process

4 PLANS

- a. Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project? If yes, list the applicable plan(s).
- b. Is the proposed project consistent with these plans?

Please cite all plans in which bicycle or pedestrian facilities are identified for the project or its corridor, such as: local and countywide bicycle plans, pedestrian plans, and combined bicycle/pedestrian plans; ADA transition plans; general plans; specific plans; neighborhood plans; station area access plans; park master plans; trails plans; short range transit plans; San Francisco Bay Trail plan; and the Regional Bicycle Plan. For each plan cited, please provide adoption date and URL or staff contact.

5 POLICIES, DESIGN STANDARDS & GUIDELINES

- a. Are there any local, statewide or federal *policies* that call for incorporating bicycle and/or pedestrian facilities into this project? If so, have these policies been followed?
- b. If this project includes a bicycle and/or pedestrian facility, have all applicable *design standards* or *guidelines* been followed?

In addition to locally-adopted policies, examples include Caltrans Deputy Directive 64 and Policy Directive 22, ACR 211, MUTCD 2003 and MUTCD California supplement. In addition, please see guidance for question #4, above, for examples of plans which may contain applicable policies.

Examples of design standards and guidelines include: locally adopted standards; Caltrans *Highway Design Manual* (Chapter 1000) and *Pedestrian and Bicycle Facilities in California*; American Association of State Highway and Transportation Officials (AASHTO) *Green Book, Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of*

Pedestrian Facilities; Manual on Uniform Traffic Control Devices (MUTCD); MTC Pedestrian Districts Study, Americans with Disabilities Act Accessibility Guidelines (ADAAG) and applicable countywide CMA, transit agency and regional agency standards.

⑥ REVIEW

If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations?

Although this checklist may be completed prior to BPAC, stakeholder or public review of the proposed project, some projects may have been presented to reviewing bodies and/or the public at this stage. For these projects, please summarize comments received that seek to influence project design with respect to accommodating bicyclist and pedestrian travel.

III. The Project

⑦ PROJECT SCOPE

What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

Have you considered including the following?

- **Bicycle facilities:** Class I bicycle path; Class II bicycle lane; Class III bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities; long term bicycle parking (e.g., for commuters and residents); and short term bicycle parking.
- **Bicycle amenities:** Call boxes (for trail projects) and water fountains (also for trail projects).
- **Pedestrian facilities:** Sidewalks on both sides of the street; frequent crosswalks; geometric modifications to reduce crossing distances; pedestrian-actuated traffic signals or automatic pedestrian cycles; pedestrian signal heads; lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; and median safety islands for roadways with three or more traffic lanes.
- **Pedestrian amenities:** Shade trees; benches; water fountains; and planter or buffer strips.
- **Facilities for disabled persons** as required by US DOT, as of 11-29-06: Curb ramps, including truncated domes; accessible signal actuation; adequate sidewalk width; acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, overcrossings and trails); and adequate green signal crossing time.

⑧ HINDERING BICYCLISTS/PEDESTRIANS

- a. Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement? If yes, please describe situation in detail.
- b. If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.
 - Cost (What would be the cost of the bicycle and/or pedestrian facility and the proportion of the total project cost?)
 - Right-of-way (Did an analysis lead to this conclusion?)
 - Other (Please explain.)

Examples of projects that could inadvertently worsen conditions for bicyclists and/or pedestrians include: removal of existing roadway shoulder; narrowing of existing curb lane; creating large corner radii; right turn slip lanes; multiple right or left turn lanes; roadway widening, which increases pedestrian crossing distance; increasing green time for one direction of traffic, which increases delay for pedestrians waiting to cross; crosswalk removal; redirecting bicyclists or pedestrians to routes that require significant out-of-direction travel; and elimination of an existing bicycle and/or pedestrian facility.

The Federal Highway Administration recommends including up to 20 percent of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages. Therefore, please provide estimated cost of planned bicycle and/or pedestrian improvements as a percent of total project cost. Has your jurisdiction adopted a threshold? If so, please provide percent and attach adopted threshold policy.

If lack of adequate right-of-way precludes the accommodation of bicyclists and/or pedestrians, please describe limitations. Please make distinction between absence of right-of-way, and trade-offs between various transportation modes. For instance, does existing curb/gutter/sidewalk prevent striping of a new bicycle lane? (If so, please attach intersection LOS data and existing travel lane configuration and widths.) Would curb extensions (to shorten street crossing distance for pedestrians) require eliminating on-street parking spaces?

No guidance

⑨ CONSTRUCTION PERIOD

How will access for bicyclists and pedestrians be maintained during project construction?

Specify or attach applicable policies and construction permit conditions.

⑩ ONGOING MAINTENANCE

What agency will be responsible for ongoing maintenance of the facility and how will this be budgeted?

No guidance